

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED
ORIENTAL CO.
Sole Agents for the
UNITED ASBESTOS CO.
PANY, LTD, LONDON
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1322. 日八月八年五十二緒光

FRIDAY, SEPTEMBER 22, 1899.

五拜禮 號二十一月九英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1856.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
" 3 " 3 "
S. CHOH, Agent.

Hongkong, 1st August, 1899. [382]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHIEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months 4 per cent.
6 " 3 "
" 3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. GÖTTZ, Esq.

A. HAUPT, Esq. | A. J. RAYMOND, Esq.
R. H. HILL, Esq. | C. P. SMITH, Esq.
The Hon. J. J. KESWICK, Esq. | E. SHELLIM, Esq.
A. McCONACHIE, Esq. | R. SHEWAN, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per Annum.
For 6 months, 3% per cent. per Annum.
For 12 months, 4 per cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 10th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rates may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer all their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSITS at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

SIR THOMAS JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(o:—)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Java*	G. W. Gordon, R.N.R.	Noon, 24th Sept.	Freight or Passage.
JAPAN	Candia*	W. H. Haughton, R.N.R.	About 25th Sept.	Freight only.
SHANGHAI	Parramatta, A. Symons,	About 29th Sept.	Freight or Passage.	
LONDON, &c.	Valetta*	C. F. Preston, R.N.R.	Noon, 30th Sept.	Freight or Passage.
JAPAN	Rehilla*	S. de B. Lockyer, R.N.R.	4 P.M., 30th Sept.	Freight or Passage.
LONDON	Candia,	W. H. Haughton, R.N.R.	About 24th Oct.	Freight only.

* (Passing through the Inland Sea). (See Special Advertisement).

1st MAREES.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 22nd September, 1899.

BOARD RESIDENCE.

On Monthly Terms from 1st May, 1899.

HONGKONG HOTEL

AND

“CANADIAN CLUB.” RYE WHISKY.

Distilled and bottled by:

HIRAM, WALKER & SONS, Limited.

Age and Genuineness Guaranteed by the Excise Department of the
CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road,
Hongkong, 5th September, 1899.

[15]

CLUB WHISKY IS THE BEST.

\$12.00 ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899.

[20]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

[26]

NEW FIRE GRATES, NEW SEWING MACHINES, HAND and TREADLE.

THE BEST AND CHEAPEST ON THE MARKET.
THE MOST POPULAR IN THE ORIENT.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

Intimation.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.
Used by all the Principal Hospitals.
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,
And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

adatkins, Limited.

Insurances.

IN
1897

NEW-YORK LIFE INSURANCE CO.

(In 313 working days of eight hours each.)

PAID TO ITS POLICY-HOLDERS

\$2.15

EVERT WEEK:

\$129.19

EVERT MINUTE:

\$7,751.38

EVERT HOUR:

\$62,011.04

EVERT DAY:

\$373,258.76

EVERT WEEK:

\$1,617,454.63

EVERT MONTH:

G. \$19,409,455.61

From January 1st to December 31st.

Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

KUHN & KOMOR, NORTH-GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & CO., Hongkong, 28th May, 1895. [18]

For Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong Office.

F. KIENE,
Acting Manager.

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

PEARSON GUM & SPOONS.

TO-MORROW (SATURDAY), the 23rd instant, at 3 p.m.
Ranges—200, 500 and 600 yards.
Weather permitting.

MOVBRAY S. NORTHCOTE,
Hon. Sec.

Hongkong, 22nd September, 1899. [1204]

ROYAL ANTIDELUVIAN ORDER
OF BUFFALOES,
GRAND LODGE OF ENGLAND, LTD

"LION AND ROSE" LODGE,
No. 1,360.

A REGULAR MEETING of the above Lodge will be held in the LODGE ROOMS, 10, QUEEN'S ROAD CENTRAL, on TUESDAY, the 26th instant, at 7 for 7.30 p.m. sharp.

BUSINESS—Election, &c.

Visiting Brothers are cordially invited to attend.

Hongkong, 22nd September, 1899. [1204]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SVATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILOONG."

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, 22nd September, 1899. [1204]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched as above on MONDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd September, 1899. [1204]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

"EASTERN,"
Captain Ellis, will be despatched as above on MONDAY, the 25th instant, at 4 p.m.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., the voyage.

This Steamer is installed throughout with the Electric-light.

A Steward and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd September, 1899. [1204]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. CO.'S Steamship

"JAVA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Italy, ex S.S. *Thames*.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY.

"Goods not cleared by the 28th instant, at 4 p.m., will be subject to rent."

No Fire Insurance will be effected by me in any case.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 22nd September, 1899. [1204]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor. Letters on editorial matters to be sent to "The Editor" and not to "The Manager." The Manager is not responsible for the publication of any correspondence.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

The *Hongkong Telegraph* will always be open for the fair discussion of correspondence of all questions affecting public interest; it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock on the 20th instant, and to pay the postage.

Advertisers and Subscribers which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuff's and Collars renewed on old ones.

Ladies' and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

Per cent.

A.—THORNE'S BLEND, White
Capsule, \$10.80

B.—WATSON'S GLENORCHY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABERLOUR
GLENLIVET, Red Capsule, with name and
Trade Mark 12.00

D.—WATSON'S H.K.D., BLEND
OF THE FINEST SCOTCH
MALE WHISKIES, Vi-
olet Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY
Gold Capsule 15.00

F.—THORNE'S BLEND and WATSON'S
GLENORCHY are high class Sodh
Whiskies, of greater age than most
brands in the market.

G.—ABERLOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.

H.—D is well known for its fine
flavour.

I.—E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.

J.—A. S. WATSON & CO., Limited,
THE HONGKONG DISPENSARY.

B.—BIRTHS.

On the 11th inst., at Yokohama, Mrs. M.
KAUFMANN, of a son.

At Kajang, Selangor, on the 11th inst., the
wife of WALLACE COOK, of a son.

At Hankow, on the 14th inst., the wife of
ALFRED BROWN, of a son.

On the 14th inst., at No. 27, Nanjing Road,
Shanghai, the wife of Mr. T. A. MELIDA
COSTA, of a daughter.

On the 15th inst., at 11A, Woosung Road,
Shanghai, of a wife of ALFRED WALKER, I.M.
Customs, of a daughter.

At Shanghai, on the 18th inst., at No. 5,
Makalee Terrace, the wife of W. H. CHEETHAM,
of a son.

MARRIAGE.

On the 16th inst., at St. John's Church, Jess-
field, Shanghai, by the Rev. A. Elwin, assisted
by the Rev. F. L. Hawks Pott, CHARLES T.
FISH, China Inland Mission, Hankow, and
JOSEPHINE SMITH, of the same Mission, only
daughter of the late Joseph Smith, Uxbridge,
Middlesex.

DEATHS.

At Kobe, at 11.45 p.m., on the 13th inst., at
the International Hospital, V. H. THOMPSON,
of Kobe, aged 32.

At Kobe, at 4.20 p.m., on 13th inst., REGINALD
HENRY, the only and beloved son of E. A. St.
Chair Smith, aged 3 years and 3 months. Deeply
regretted.

The Amoy Disturbance.

TOKYO, September 13th.

On the 8th inst., the Minister for Foreign
Affairs issued instructions to Mr. Yano, the
Minister at Peking, in regard to the negotia-
tions arising out of the Amoy disturbance. It
is believed that no pecuniary compensation
will be demanded, the injury suffered by the
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TOKYO, September 13th.

The report of the murder of Japanese at
Kaiji appears to be unfounded.

The Korean Government is interfering with
the trade of ginseng, and the trade is likely to
be unproductive this year.

The Alleged Murder of Japanese in
Korea.

A CONTRADICTION.

SEOUL, September 13th.

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Ingmar (The Harbajan) will be given with the full cast, and in five acts, correctly costumed and well staged under the direction of Mrs. A. Dow Currier, and promises a most enjoyable evening.

Miss Waldorf as Parthenia, Mr. McGregor as Ingmar. The balance of the cast is in the able hands of the A. D. C.

Seats are now on sale at Robinson's.

Ingmar was written by the great German Author Von Muench Billingshausen and translated by Miss Maria Lavell.

THE PLAGUE.

Cases reported to 21st instant 1,463
Do. do. during past 24 hours 4

Total 1,467

Deaths reported to 21st instant 1,406
Do. do. during past 24 hours 3

Total 1,409

ANOTHER MISSION DESTROYED IN SZECHUEN.

CHUNGKING, September 4th. A riot occurred at Shuenkungfu on 23rd ult., resulting on the destruction of the China Inland Mission house; the missionaries made their escape without injury. The authorities, too late to prevent, were eager to make amends for this outrage and on the 24th ult. had 20 carpenters at work to repair the premises. The cause of the riot was the usual charge of "eating babies" preferred against the missionaries. —*China Gazette*.

PREVENTION OF THE SPREAD OF PLAGUE.

The Doyen of the Diplomatic Body has wired to the Senior Consul of Shanghai stating that the Tsungli Yamen has wired to Nanking to forbid the export of coffins from that post. —*Mercury*.

THE NEW CHINESE WATER WORKS AT SHANGHAI.

SHANGHAI, 16th September. However reform and progress may have been retarded of late in other parts of the empire it is satisfactory to note that in the first purely native enterprise of the kind in China excellent progress is to be recorded, and the new Chinese Water Works inaugurated by a few enterprising Chinese capitalists is now well advanced. A representative of this paper was amongst those invited to-day to inspect the works in company with the directors, the Taotai Yang and Mr. Tong Kildon, with whom were Messrs. Brennan, Atkinson and Arthur Dallas, the engineers who laid out the works; Mr. J. Blythenden and Mr. J. Ord, of the Shanghai Engineering and Dock Co., Ltd., who have the contract to erect the machinery and lay down the pipes; Mr. Fowler, the representative of the firm of Ludlaw, Dunn and Gordon, of Cincinnati, who supplied all the machinery and who will act as engineer-in-chief; and Mr. Lehmann, representing Messrs. Arnhold, Karberg, the General Managers. The result of the inspection was highly satisfactory and showed that initial difficulties, and silly local opposition first encountered have now been successfully overcome and the enterprise assumes a shape that promises fulfilment, ere many months, of all the hopes of its promoters. The new waterworks have a fine field before them in the densely populated and flourishing *suburbs* that have grown up to the east and south and west of the native city, as well as in the city itself, a population which cannot be much less than from 150,000 to 200,000 people. The capital of the company, which is entirely Chinese, is £100,000, all fully paid up, and the directors are the Taotai Yang and Liu (the Commercial Commissioner to Japan) with Mr. Tong Kildon, (comprador to Messrs. Jardine, Matheson & Co.). The works, which are situated about half a mile south of the unfortunate French Municipal waterworks, cover a large tract of land, fully 75 mu in area, between the Arsenal drill ground and the river. It is worthy of notice that at this point the river appears to be far clearer and more free from mud than it is lower down, beyond the Foreign Settlements, and from this point of view the site seems to have been admirably chosen. The entire site was raised six feet before any work was commenced. At the present moment the settling tanks, of which there are two, each 200 by 100 feet, are being excavated. The entire water front has been heavily bounded and strengthened with a sloping facing of granite boulders, which will afterwards be planted to tighten it up. Immediately behind the settling tanks, three filtering beds are marked out, but work on these has not yet been started. To the west the engine and boiler houses rise, already near completion, as well as a large and substantial godown for stores. The engineer's house, a handsome and commodious brick structure, faces the river close to the settling tanks, and is well advanced towards completion.

The engines, pumps and pipes are all on the spot and to-day the visitors watched with interest the "Young" Dock's people joining up the pipes which are already being laid across country by a short cut that reduces the distance to the semi-circular continuation of the new Chinese Bund to about a thousand yards. The engines consist of two cross compound of the Lame and Bredley style of Corliss' engine (12 by 20 by 50) made by the eminent firm of Ludlaw, Dunn and Gordon, of Cincinnati, Ohio, who also made the pumps, pipes and all the necessary equipment. From the works to the water tower adjoining the Company's Office, about half way up the Chinese Bund, is exactly two miles, and an active start has already been made on laying the pipes. The water-tower, which will be a light, steel structure rising 80 feet high, surmounted by a tank twenty feet deep at top, will give a pressure of 24 lbs. with 50,000 gallons of water in the tank when full. The foundations for the tower are already laid, fifteen feet piles a foot apart, in a circular pit, thirty feet in diameter, with heavy foundations of lime, cement and granite supports for the columns, and from the drawings, we should say, the tower, which will look rather like a light-house at a distance, will be quite a handsome structure and a landmark visible a long way to boats coming up or down the river. To-day after the inspection of the works, the success of the enterprise, the health of engineers, etc., was drunk in champagne, and we have no doubt that the expectations held concerning the Chinese Waterworks, seeing the capable hands the undertaking is entrusted to, will with good management be fully realized. It is expected that the works will be completed in about nine or ten months. —*China Gazette*.

THE LOADING CAPACITY OF VESSELS.

A GERMAN AND JAPANESE AGREEMENT.

The following Notification, No. 40 of the Communications Department, under date of the 12th inst., is published in the *Official Gazette*:

An agreement having been made between the Japanese Government and the German Government relating to the mutual approval of the loading capacity of vessels of the two Empires, the Communications Department has adopted the following stipulations in regard to the matter, which will be put into force on and after the 1st January, 1900:

Article I.—German vessels holding a certificate of survey granted by the German Government, in accordance with the Regulations relating to the loading capacity of vessels issued by the German Government on the 1st March, 1895, shall not be surveyed as to their capacity at the Japanese ports, and the tonnage given in the certificate granted by the German Government shall be considered as reckoned on the same basis as the tonnage of Japanese vessels.

Article II.—German vessels holding a certificate of survey on which is given the registered tonnage in accordance with the English method of survey, granted by the German Government according to Article XVII of the Regulations relating to the loading capacity of vessels, issued on the 20th June, 1888, by the German Government, shall not be surveyed at the Japanese ports, and the tonnage given in the certificate shall be considered as reckoned on the same basis as the tonnage of Japanese vessels.

Article III.—In the case of a certificate of survey granted by the German Government in accordance with the preceding Article, on which mention of the registered tonnage under Article XVII of the German Regulations is omitted, the registered tonnage mentioned on the certificate shall be considered as reckoned on the same basis as the tonnage of Japanese vessels; provided that, when the owner of the vessel has demanded a re-survey by the Japanese authorities, the engine-room, which is excluded from the loading capacity according to the Japanese Regulations relating to the survey of Japanese vessels, shall be surveyed alone, and the loading capacity of the vessel shall then be decided, or one-tenth of the registered tonnage given on the certificate shall be deducted, instead of surveying the engine-room, and the balance shall be considered as reckoned on the same basis as the tonnage of Japanese vessels. —*Kobe Chronicle*.

THE REVENUE OF THE JAPANESE PATENT BUREAU.

We learn from a vernacular contemporary that at first the revenue of the Patent Bureau for a year was only about Yen 30,000. This has gradually increased till, in recent years it reached some Yen 70,000. A sensible increase has occurred this year, and it is estimated that the total amount may reach Yen 100,000 by the end of 1899. —*Kobe Chronicle*.

PROTECTION OF GAME AND OTHER WILD BIRDS IN CHINA.

Mr. William Little kindly informs us that

the Senior Consul has received a telegram from the Doyen of the Diplomatic Body at Peking announcing that the Tsungli Yamen

agree to forbid the export of wild bird skins from China. —*Mercury*.

THE PLAGUE AT NEWCHWANG.

Newchwang, September 9th. The plague continues to spread and has now established itself amidst the foreign community. A military cordon has been placed around Russia town, and passports issued by the Russian Consul, are required before any one is allowed to pass. Our Municipal Council has erected several barriers at the approaches to the foreign settlement to keep off undesirable coolies, and other plague distributing beings.

In the native city a collection of 500 coffins with corpses, have accumulated and are awaiting shipment to distant homes. Over 90 per cent. of plague cases result in death in this district. —*Mercury*.

PEKING COURT NEWS.

A Pecking wire of 17th inst. to the N. C. D. News says:

The Empress Dowager will move into Yung-Pao Palace to-morrow, being the day before the Mid Autumn Festival. The Palace has been strengthened and armed. The Emperor goes also. The factions are quiet but expect as it something were expected to happen through the removal to Yung-Pao Palace. The Emperor may not be deposed, as Jung-Lu opposes his deposition: All the Princes, Nobles, and Bannermen are on Prince Ching's side and desire the Emperor's deposition.

Note.—The Yung-Pao Palace has been under repair and reconstruction for the past four months and is said to be very strong in its defensive works. There are said to be 3,000 extra Mauser repeating rifles and ammunition as well as a number of machine guns supplied by Jung-Lu, which were placed there for emergencies about three weeks ago. It is also stated that the Empress Dowager intended the Yung-Pao Palace to be a sort of retreat for herself should the enmity between Jung-Lu, her nephew, and Prince Ching show signs of coming to a head. —*Mercury*.

THE NEW CHINESE WATER WORKS AT SHANGHAI.

SHANGHAI, 16th September. However reform and progress may have been

retarded of late in other parts of the empire it is satisfactory to note that in the first purely native enterprise of the kind in China excellent progress is to be recorded, and the new Chinese Water Works inaugurated by a few enterprising Chinese capitalists is now well advanced. A representative of this paper was amongst those invited to-day to inspect the works in company with the directors, the Taotai Yang and Mr. Tong Kildon, with whom were Messrs. Brennan, Atkinson and Arthur Dallas, the engineers who laid out the works; Mr. J. Blythenden and Mr. J. Ord, of the Shanghai Engineering and Dock Co., Ltd., who have the contract to erect the machinery and lay down the pipes; Mr. Fowler, the representative of the firm of Ludlaw, Dunn and Gordon, of Cincinnati, who supplied all the machinery and who will act as engineer-in-chief; and Mr. Lehmann, representing Messrs. Arnhold, Karberg, the General Managers. The result of the inspection was highly satisfactory and showed that initial difficulties, and silly local opposition first encountered have now been successfully overcome and the enterprise assumes a shape that promises fulfilment, ere many months, of all the hopes of its promoters. The new waterworks have a fine field before them in the densely populated and flourishing *suburbs* that have grown up to the east and south and west of the native city, as well as in the city itself, a population which cannot be much less than from 150,000 to 200,000 people. The capital of the company, which is entirely Chinese, is £100,000, all fully paid up, and the directors are the Taotai Yang and Liu (the Commercial Commissioner to Japan) with Mr. Tong Kildon, (comprador to Messrs. Jardine, Matheson & Co.). The works, which are situated about half a mile south of the unfortunate French Municipal waterworks, cover a large tract of land, fully 75 mu in area, between the Arsenal drill ground and the river. It is worthy of notice that at this point the river appears to be far clearer and more free from mud than it is lower down, beyond the Foreign Settlements, and from this point of view the site seems to have been admirably chosen. The entire site was raised six feet before any work was commenced. At the present moment the settling tanks, of which there are two, each 200 by 100 feet, are being excavated. The entire water front has been heavily bounded and strengthened with a sloping facing of granite boulders, which will afterwards be planted to tighten it up. Immediately behind the settling tanks, three filtering beds are marked out, but work on these has not yet been started. To the west the engine and boiler houses rise, already near completion, as well as a large and substantial godown for stores. The engineer's house, a handsome and commodious brick structure, faces the river close to the settling tanks, and is well advanced towards completion.

The engines, pumps and pipes are all on the spot and to-day the visitors watched with interest the "Young" Dock's people joining up the pipes which are already being laid across country by a short cut that reduces the distance to the semi-circular continuation of the new Chinese Bund to about a thousand yards. The engines consist of two cross compound of the Lame and Bredley style of Corliss' engine (12 by 20 by 50) made by the eminent firm of Ludlaw, Dunn and Gordon, of Cincinnati, Ohio, who also made the pumps, pipes and all the necessary equipment. From the works to the water tower adjoining the Company's Office, about half way up the Chinese Bund, is exactly two miles, and an active start has already been made on laying the pipes. The water-tower, which will be a light, steel structure rising 80 feet high, surmounted by a tank twenty feet deep at top, will give a pressure of 24 lbs. with 50,000 gallons of water in the tank when full. The foundations for the tower are already laid, fifteen feet piles a foot apart, in a circular pit, thirty feet in diameter, with heavy foundations of lime, cement and granite supports for the columns, and from the drawings, we should say, the tower, which will look rather like a light-house at a distance, will be quite a handsome structure and a landmark visible a long way to boats coming up or down the river. To-day after the inspection of the works, the success of the enterprise, the health of engineers, etc., was drunk in champagne, and we have no doubt that the expectations held concerning the Chinese Waterworks, seeing the capable hands the undertaking is entrusted to, will with good management be fully realized. It is expected that the works will be completed in about nine or ten months. —*China Gazette*.

THE LOADING CAPACITY OF VESSELS.

A GERMAN AND JAPANESE AGREEMENT.

The following Notification, No. 40 of the Communications Department, under date of the 12th inst., is published in the *Official Gazette*:

An agreement having been made between the Japanese Government and the German Government relating to the mutual approval of the loading capacity of vessels of the two Empires, the Communications Department has adopted the following stipulations in regard to the matter, which will be put into force on and after the 1st January, 1900:

Article I.—German vessels holding a certificate of survey granted by the German Government, in accordance with the Regulations relating to the loading capacity of vessels issued by the German Government on the 1st March, 1895, shall not be surveyed as to their capacity at the Japanese ports, and the tonnage given in the certificate granted by the German Government shall be considered as reckoned on the same basis as the tonnage of Japanese vessels.

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THE EARTH TREMORS IN JAPAN.

KOKO, 31st September.

It has been observed that after each heavy rain-storm the curious earth tremors on Rokkosan and at Arima increase for the time being. The usual phenomenon has followed the typhoon and heavy fall of rain that occurred last week, and tremors are just now being experienced at the rate of four or five a day. While sometimes fairly prolonged in duration, however, they are not as strong as was the case a few weeks ago, and the residents on the Rokkosan heights seem now to have got quite used to these curious vibrations. —*Chronicle*.

A FOREIGN CAPITALIST AND JAPANESE RAILWAYS.

A Tokyo dispatch to the *Osaka Mainichi* announces that some foreign capitalists who have been investigating the economical condition of Japan since the new Treaties came into operation, have been considering a scheme for the purchase of Japanese railway debentures. The negotiations are said to be well advanced, and it is reported that one foreign capitalist has decided not to ask a guarantee from the Government, which foreign capitalists have hitherto invariably made, a *sine quia non* in advancing money on railway, but has proposed to advance money on those railways which he considers sound, provided the following conditions are expressly mentioned on the debentures:

1. The amount of the paid up capital of the company.

2. The mileage of the line.

3. The rate of dividend declared since the company commenced working.

4. A statement that no debentures have been issued before and no other debentures will be issued.

5. That the interest on the debentures shall be paid abroad.

Who the foreign capitalist is conducting the negotiations is not yet announced, and the *Kobe Chronicle* is rather inclined to doubt the story.

INDIA AND THE ANGLO-JAPANESE TREATY.

A Tokyo dispatch to the *Osaka Mainichi* states that the negotiations for the participation of India in the Anglo-Japanese Treaty were commenced about the close of last year. The delay in the negotiations is due to the terms proposed by India, which are considered excessive by the Japanese Government. The terms proposed would not seriously affect the interests of Japanese commerce, but they are considered to make the Treaty unequal. The Indian Government has similar conditions in its Treaties with the various European countries, and the Japanese Government was accordingly asked to consent to the same terms. It is advantageous for India from a commercial point of view to participate in the Treaty, but there is no special reason why Japan should consent to the Treaty at the cost of ascertaining her equal rights. It is believed that the negotiations will not be successfully concluded if India stands to her present proposals.

THE HANKAKU RAILWAY COMPANY'S ENGINES.

AN UNSUPPORTED ALLEGATION.

According to the *Osaka Mainichi* some disagreement has arisen between the Hankaku Railway Company and the American Trading Company of Kobe in regard to the purchase of locomotives. From the details given in our *Osaka* contemporary it would appear that the Hankaku Railway Company proposed by the Japanese Government, the American Trading Company expressed its surprise and protested. The railway company thereupon furnished full particulars of the defect, and the foreign firm sent the statement forward to the makers of the engines. The makers ultimately replied that the defects must have arisen in the setting up of the engines, which had probably been subjected to rough treatment, and they were therefore not responsible for the damage. The Hankaku Railway Company then explained to the experts of the American Trading Company that the engines were tested once under water pressure, once under steam pressure, and once on the tracks when the engines were set up. All the boilers were tested under water pressure, once under steam pressure, and once on the tracks when the engines were set up. All the boilers were tested as being absolutely water-tight. Moreover, the final inspection was made by the standing inspector employed in America by the Hankaku Railway Co., who we may say, also acts for the Sanyo line, and he passed them as in proper order and condition. This is surely sufficient as against the contention advanced in our *Osaka* contemporary, for no maker with a reputation to lose would send out boilers that were defective in the way claimed by the Hankaku Railway, especially when they had to be passed on the spot by an expert in the service of the Railway Co. We may add that the American Trading Company has not taken up any antagonistic attitude in the matter, and has even yet pressed for payment of the balance due, so that much surprise is expressed at such a statement appearing in a Japanese paper. The firm's representations here have no doubt, however, that the matter will be amicably settled. —*Kobe Chronicle*.

BUSINESS IN BANGKOK.

The *Bangkok Times* understands that arrangements are being made for the establishment, in Bangkok, of a branch of a prominent Singapore firm of general merchants. At present, says that journal, Singapore gets a good deal of Bangkok custom—a fact held to prove that the business methods at the latter port are in fault. All the furniture for the United Club extensions at Bangkok was recently purchased from Singapore, and now the entire outfit for the new messings arrangements, to say nothing of other goods, have been specially selected and bought at Singapore as reckoned on the same basis as the tonnage of Japanese vessels. —*Kobe Chronicle*.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
YAWATA MARU	{ NAGASAKI, KOBE and YOKO-	To-morrow, 23rd Sept.
A. E. MOSES	{ HAMA	at 4 P.M.
KOSAI MARU	{ VLADIVOSTOCK, via SWATOW,	THURSDAY, 28th Sept.
J. Nagao	{ AMOY, SHANGHAI, WEI-HAI-WEI,	at Noon.
	{ CHEFOU, CHENGPU & NAGASAKI	
FUTAMI MARU	{ THURSDAY ISLAND, TOWNS	FRIDAY, 29th Sept.
J. Thom	{ VILLE, BRISBANE, SYDNEY	at 4 P.M.
	{ and MELBOURNE	
KAGOSHIMA MARU	{ KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
SADO MARU	{ MARSEILLES, LONDON, and	FRIDAY, 6th October, at
W. Thompson	{ ANTWERP, via SINGAPORE,	Noon.
	{ PENANG, COLOMBO & PORT SAID	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 16th September, 1899.

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• SOCIETE ANONYME DE TRAVAUX •

DYLE ET BACALAN

Capital: £300,000

Head Office: 15, Avenue Matignon, Paris

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at Bordeaux (BACALAN), France

at Louvain (DYLE), Belgium

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CONTRACTORS
FOR
Constructing and Working
Railways and Tramways

M. Oppenheimer & Co., Paris.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 26th day of September, 1899, at 12 o'clock NOON, for the purpose of considering applications from:

(1) HAJEE ALIY SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.

By Order of the Board,

DOUGLAS JONES,

Secretary.

Hongkong, 20th September, 1899.

[11994]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

such as

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

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ANNUAL SALE SIX MILLION BOXES.

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WATKINS & CO.,

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Central, Hongkong.

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NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 11th September, 1899. [11622]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTRY OF SHARES of the Company, will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be registered.

By Order of the Board,

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 28th August, 1899. [11004]

JEYES FLUID
THE BEST SANITARY SOFT DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

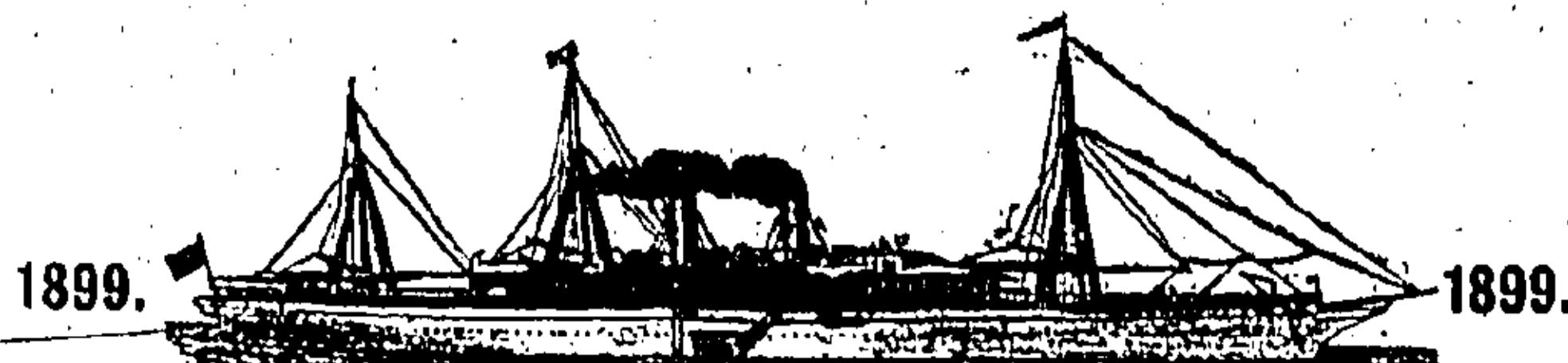
W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1899. [11111]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Military Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. MAIL LINE.

Mails.

NORDDEUTSCHER LLOYD.

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(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIK PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

NURNBERG HAMBURG September 26th Freight.

V. Binzer (London with transhipment in HAMBURG) About 11th Freight and

*SAVOIA HAMBURG October Passage.

Jager (London with transhipment in HAMBURG) About 30th Freight.

SERBIA HAMBURG October Passage.

Ostermann (London with transhipment in HAMBURG) About 5th Freight.

*HEIDELBERG HAMBURG October Passage.

Schütter (London with transhipment in HAMBURG) November 15th Freight.

ANDALUSIA HAMBURG Schütter (London with transhipment in HAMBURG) November 15th Freight.

Schütter (London with transhipment in HAMBURG) November 15th Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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THE U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

THE U. S. MAIL STEAMSHIP.

AS OTHERS SEE US.

AN AMERICAN VIEW OF THE TRANSVAAL CRISIS.

By way of warning to those British jingoes who with gaiety of heart are ready to enter upon a war with the Boers, a writer in the *Fortnightly Review* presents certain facts showing the comparative strength of British and Dutch in South Africa and revealing what kind of a contest Great Britain would have on her hands in that quarter of the globe if war should break out.

The writer points out that the Boers are closely united to the Dutch of the Orange Free State and of Cape Colony, not only by race and sympathy but by interests and aspirations. A fight to a finish between the Boers and the British therefore would certainly arouse against the empire the antagonism of feeling of all the Dutch and might arouse their active enmity in battle. In other words, a war entered into lightly against the Transvaal may move all South Africa to strike for independence just as all the American colonies did when in the last century a jingo British Ministry undertook to deprive New England of her rights.

Such being the case, a showing of the comparative military strength of the two races in South Africa is interesting. The writer for the *Fortnightly* estimates it in the different states as follows, the figures representing the numbers of armed men on each side:

	British.	Dutch.
Cape Colony	17,000	50,000
Orange Free State	1,000	18,000
Transvaal	3,000	22,000
Natal	6,000	1,500
British Bechuanaland	500	500
Rhodesia	2,000	300
Imperial troops in South Africa at the present time	10,000	—
Totals	39,500	93,300

The number of British troops in South Africa has of course been largely increased since that estimate was made, and can be increased to almost any number that may be needed. Ocean transportation for troops in our time is comparatively easy, and Britain rules the waves. She can send army after army, if need be, for as the jingo chorus goes, "She has the ships, she has the men, and she has the money, too." The point of the warning is not that the Dutch can drive the British flag from South Africa as it was driven from the United States a century ago, but that they can involve the empire in a serious war and make her empire so insecure that it will fall the first time Great Britain has a powerful enemy in Europe to confront.

It is not easy to set bounds to the degree of folly a nation may commit when flushed with the overweening confidence that is born of pride, power and prosperity. It has been a long time since the British people have been engaged in war of any difficulty, and they may be foolish enough to enter upon the subjugation of the Boers without counting the cost, but it is hardly likely. Such warnings as the one given are sure to have effect upon the minds of intelligent men. Mr. Chamberlain is a jingo, indeed, but there is nothing in his career to justify a belief that he is a fool.—S. F. Cull.

THE U.S. IN THE WEST INDIES.

The general tenor of the information received abroad from Cuba and Puerto Rico is that American military rule is not welcome, and that an administration by politicians appointed from Washington would be still less popular; yet there is a tendency to await the decision of Congress before any attempt is made to obtain independence by main force. General Gomez's words are regarded as in keeping with the opinion of most Cubans. He is reported to have said:

"We have called in the help of a neighbouring people, and their interference has ended our late struggle. But no one could have thought that this memorable incident would be followed by a military occupation by the troops of our allies, who now treat us as a people incapable of self-government, and have placed a yoke upon us which circumstances force us to bear. But that can not be our fate in the end. We must endeavour to assist, by peaceful methods, the work of reorganization begun by the Americans, a work as difficult for them as for us. Hence there must be unity, there must be but one party, under whose banner we will prove that the peace we have won is as honourable as the war we have fought."

The great majority of Cubans, it is thought, want nothing so much as peace. "They want to work, to build up the homes that were destroyed, to retrieve their shattered fortunes," says the *Estrella de Panama*. But many of those who ranked as officers during the rebellion against Spain expect to be rewarded with government positions, and the presence of the Americans is not pleasing to them. At present their influence seems to be small. The Cuban correspondent of the *Lei*, Santiago de Chile, says:

"It would seem that the Cubans really do not feel much gratitude to the insurgents—four fifths of them negroes. An equal proportion of the Cuban army certainly were physically unfit for service. Hence the American troops, when they entered Havana, were the more welcome."

There is said to be a widespread and growing resentment against interference with the customs of the people. Such orders as that people may not appear in their under shirts in the streets, the prohibition of smoking in the cars, and some other restrictions do not seem to suit the Cubans. The *Toronto Globe* says:

"What would be said if such an order were promulgated in Chicago or New York in midsummer, and for so long a time? Heat spells neither of them is in it with either Havana or Manila. In the same way, smoking has been forbidden on the street cars in Havana. In a country where men, women, and children smoke, and smoke all day, this is felt to be a senseless deprivation. Whatever may be thought of the smoking habit, it can not be cured in a whole people in this way. American rule is more likely to be discredited than helped by small tyrannies of this sort."

Moreover, as in the Philippines, a tendency is reported on the part of our soldiers to treat the natives as "niggers," and to slight their language. The ex-officers of the Cuban army skilfully foster the dissatisfaction thus created, by manifestoes like the following issued by Col. Enrique Colazo:

"We can not serve Cuba and America at one and the same time. The ideas prevalent in the two countries are two different to permit it. We are treated like conquered enemies, and forced to speak English. The Americans are not true to their promises, our independence is in danger. The time has come to unite with the same energy which we showed in our struggle against Spain."

Many correspondents of European papers think, nevertheless, that with a little prudence serious trouble may be avoided. The correspondent of the *Hendelhol*, Amsterdam, writes that there are too many American soldiers who have nothing to do, get drunk, quarrel with each other, and are insolent to the natives. Words are not for this, things would run smoothly enough as the military govern-

ors really have made very few charges so far. He adds:

"It should be remembered that the official staff of the administration remains pretty much the same as under Spanish rule. The Spanish party, therefore, is not much interested in politics, and cares nothing for the 'Cuba Libre' talk of the insurgents. Most of the former adherents of Spain are now for annexation to the United States. They fear that, if a republic is established, their former loyalty to Spain will be remembered against them. The Press, too, has turned since the occupation by the Americans. The *Gaceta de la Habana*, formerly Spanish-official, is now American-official. The *Disisión* remains Radical, and prints under its title the legend, 'A Cuban paper for the Cuban people.'

"Unless the American people wish to be deceived, their interests require the most complete disclosure of the facts," remarks the London *Spectator*; yet these facts evidently are not easy to obtain even by men who are neutrals in Cuba, should be able to judge. For while the Dutch correspondent just quoted believes that the wealthy Spanish Cubans would welcome annexation, the correspondent of *The Weekly Register*, London, thinks that the Cubans, in spite of optimistic reports, are actually against it." He says further:

"Despite the American Government's altruistic pledges, Cubans and Spaniards are alike distrustful of American intentions. There is no danger of revolt, though rebels would find no difficulty in arming themselves in the event of a revolt. But suspicion is the daily bread of the Cubans. Archbishop Chapelle is the only American who seems to enjoy the confidence of the people, with Gen. Fitzhugh Lee a long way after him."

A revolt in the small island of Puerto Rico would seem altogether too hopeless to be attempted, yet from there also discontent is reported. The *Deutsche Tages Zeitung*, Berlin, is informed that our troops on the island were anything but well cared for at first, and showed too great a tendency to "help themselves." Translations made for *The Literary Digest*.

A GERMAN-AMERICAN DEFENCE OF PRESIDENT MCKINLEY.

It is well known that the German-American papers are against imperialism, or expansion, and especially against the forcible subjugation of the Filipinos. The Administration in general, and President McKinley in particular, are held responsible for our attack upon the former subjects of Spain. But the Cincinnati *Vulcan* points out that it is very difficult for the President to adopt a new course. We take from its argument the following:

"The Filipinos will not make peace unless we grant them complete independence. We ourselves believe this to be the best solution, but it must be admitted that the President can not give way at once to that demand. A war of conquest has procured the islands for the United States. Be they valuable or not, the President has no constitutional right to make the Filipinos a present of their liberty. The Senate would probably refuse to ratify such a peace. The United States would be in a queer position if the legislature refused to acknowledge a treaty concluded by the President. But let us suppose that the President wishes to fulfil the demands of the Filipinos. Can he admit it? Is he to say: 'I carry on an unjust war against the Filipinos, but I cannot give them their liberty until Congress authorizes me to do so?'

President McKinley is at present in this case simply the commander-in-chief of the United States army. He cannot even call Congress to assist him. The military prestige of the United States is, to a certain extent, at stake. It is no elevating idea that the United States was forced to withdraw because we could not conquer the islands. No nation likes to acknowledge itself beaten, and a wise statesman must reckon with this. To convene Congress now is neither more nor less than an acknowledgement of defeat. On the other hand, Congress can, at its regular session, declare that it never intended to conquer the Philippines.

"Let it be understood that we have not changed our views. Now as ever we maintain that the islands are not worth fighting for, that the Filipinos have a right to demand their independence, that the Constitution gives Congress no right to annex the Philippines.

But certain formalities are necessary for the prestige of the country. The editor at his desk may decree that we must have peace right off. The President cannot express himself in so radical a manner." Translation made for *The Literary Digest*.

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INTIMATIONS.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for particulars apply "Z," c/o This Office, Hongkong, 12th August, 1899. [1048a]

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Hongkong, 22nd September 1899. [145]

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Hongkong, 2nd May, 1899. [1506a]

Many correspondents of European papers think, nevertheless, that with a little prudence serious trouble may be avoided. The correspondent of the *Hendelhol*, Amsterdam, writes that there are too many American soldiers who have nothing to do, get drunk, quarrel with each other, and are insolent to the natives. Words are not for this, things would run smoothly enough as the military govern-

Auction.

GOVERNMENT NOTIFICATION.

No. 499.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 25th day of September, 1899, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 9th September, 1899. [1193a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near Huk Un, in the Colony of Hongkong, for a term of 75 years, with the option of renewal of a CROWN RENT to be paid by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Site.	Registry No.	Boundary Measurement.	Content.	Annual Rent.	Upper Price.	
					ft.	ft.
Kowloon Bay, (near Huk Un).	359	359 300 310	ft. ft. ft.	ft. ft. ft.	ft.	ft.
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Hongkong, 22nd September, 1899. [1193a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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Hongkong, 18th September, 1899. [1186a]

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Hongkong, 21st August, 1899. [1020a]

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Hongkong, 18th January, 1898. [135]

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On demand, 144

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Hongkong, 22d September.

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The Share Market.

LATEST QUOTATIONS.
(September 22nd.)

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The Bank of China & Japan, Ld.—(Ordinary) 41 buyers.
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Do. Do. \$161.

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